

The Genuine
'TANSAN'
Indispensable during the
warm weather.
INVIGORATING
STIMULATING
SOLE AGENTS,
H. PRICE & CO.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

The Celebrated
BLATZ
BEER
Brewed at Milwaukee, U.S.A.
\$25.00 per Cask of
10 Dozen Pints
SOLE AGENTS,
H. PRICE & CO.
12, Queen's Road.

No. 12,663.

號六廿月十年三零百九千一英

HONGKONG, MONDAY, OCTOBER 26, 1903.

日七初月九年卯癸

PRICE, \$3.00 Per Month

CHRISTMAS GIFTS FOR HOME FRIENDS.

CIGARS, TEA, SILVER, CURIOS,
Etc., delivered at Home Addresses
FREE OF ALL POSTAGE, DUTY, or OTHER
CHARGES TO CONSIGNEES.
Xmas Parcels should reach this Office
before November 9th, New Year before
November 14th.

NOTICE.

The importation into England of Tobacco,
Cigars, and Cigarettes, packed along with
other Goods, is now prohibited.

MACQUEEN, FRICKER & CO.,
3, DUNDRELL STREET,
Hongkong, October 23, 1903. 2105

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AGAR, 11 & 12, Old Broad
Street, E.C. 4. ROBERT
& CO., 20, Cornhill, London, E.C. 4.
GOSNOLD, Ludgate Circus, E.C. 4. BATES,
Hill, & Co., 81, Cannon Street, E.C. 4.
SAMPSON, DEAN & CO., 160 & 164,
Leadenhall Street, W. 3. WILKS, 151,
Aldersgate Street, E.C. 4. ROBERT WATSON,
103, Fleet Street, E.C. 4. MIDDLETON & CO.,
St. Paul's Churchyard, E.C. 4. E.O.
SELL'S ADVERTISING AGENCY LTD., 107,
Fleet Street, E.C. 4.

PARIS AND EUROPE.—MAYNARD,
FARRELL & CO., 18 Rue de la Grange
Neuve.

NEW YORK.—THE CHINESE EVANGELICAL
Office, 52, West 22nd Street.
SAN FRANCISCO and American Ports
generally.—BATES & BLAKE, 8, Pine
Street.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GOSNOLD & GOSNOLD, Mel-
bourne and Sydney.

SEYDLER.—W. M. SMITH & CO., THE
APPROPRIATE CO., 1, Queen's Road, Cen-
tral.

SINGAPORE, STRAITS, &c.—KIM &
WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WAT-
SON & CO., Manila.

Wanted.

WANTED.

PIANO PLAYER, Gentleman.
Apply to
12, HOLLYWOOD ROAD,
Hongkong, October 23, 1903. 2175

WANTED.

BY THE TANSAN: PEARL DUCK COMPANY
LIMITED, Singapore, an Experienced
Man to take charge of the Pearl Duck
Department outside. Must have had
considerable experience in House Building
and Repairing, and to Native Labour, able
to set-out and to take out Quantities and
Measure up.
Only first-class men need apply, stating
Age, Qualifications, and Salary required to
the SECRETARY, THE TANSAN PEARL
DUCK COMPANY, LIMITED, Singapore.
October 14, 1903. 2114

BOARD AND RESIDENCE.

"KILLADOON."
ON North Spur of MORRISON HILL,
151, WAXCHAI ROAD. Light,
Airy and well-furnished Double and Single
Rooms, with full view of the Harbour.
Reduced Rates for Summer, with or
without Board. For Terms,
Apply on the Premises, to
Mrs G. S. WEBB.
Hongkong, July 7, 1903. 1418

JAVA-CHINA-JAPAN

LIJN.
渣打中國日本荷蘭輪船公司
REGULAR STEAMSHIP LINE FROM
JAVA TO CHINA AND JAPAN,
AND BACK.

THE HEAD AGENCY of the above

Company has been OPENED at No. 3,
DUDDRELL STREET.
H. BISSCHOP, General Agent.
Hongkong, October 6, 1903. 2078

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.M. THE PRINCE OF WALES

Supplied at all the leading Cities and
Hotels, and to be obtained from JAMES
BUCHANAN & CO., Queen's Road
Central.

Business Notices.

W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM-LAUNCHES.

Pumps, Packings, General Stores and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS,
60 & 62, DES VUEX ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, M.A.M.C.E. E. O. MURPHY, M.A.M.C.E., A.L.M.C.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK,
PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

HONGKONG, 2,365 tons, Captain H. D. Jones.
POWAN, 2,333 tons, Captain G. P. Morrison, R.N.R.
PATRICK, 2,200 tons, Captain A. W. Dixon.
HANKOW, 2,071 tons, Captain C. V. Lloyd.
KINSHAN, 2,800 tons, Captain J. J. Lewis.

Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday
excepted), and at about 6 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily (Sunday excepted), at about 5 a.m.,
2 p.m. and 5.30 p.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

HONGKONG, 1,388 tons, Captain W. E. Clark.
Departures from Hongkong to Macao daily at 2 p.m. (Sunday excepted).
Do. from Macao to Hongkong daily at 8 a.m. (Sunday excepted).

Canton-Macao Line.

HONGKONG, 219 tons, Captain T. Hamilton.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INFO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

HONGKONG, 569 tons, Captain R. D. Thomas.
SAINAN, 588 tons, Captain B. Branch.
TAK HING, 618 tons, Captain T. A. Webster.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 6 a.m. Round trips take about 5 days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.

Hongkong, May 6, 1903. 953

FAIRALL & CO.

JUST RECEIVED

NEW WINTER COATS AND FURS.

BALL GOODS SHOW-DAY,
MONDAY, 2nd NOVEMBER.

Hongkong, October 26, 1903. 1656

THOMAS P. HALL,

FOR many years Master in the Service
of DOUGLAS STEAMSHIP COY.,
LTD., has the honour to inform the Ship-
ping and Mercantile Community that he
has this day established himself as a
MARINE SURVEYOR.

T. P. HALL,
1, Prince's Building, 2nd Floor.
Telephone 418.
Hongkong, August 24, 1903. 1647

LEE CHEE WING & CO., 啟

28 & 29, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.

STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHOPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

IKKJIRI-COAL.

THE PUBLIC ARE HEREBY NOTI-
FIED that the Undersigned are the
SOLE AGENTS for the above mentioned
Coal in this Colony.
MIDZUSHIMA & CO.
Hongkong, October 8, 1903. 2072

HING LOONG,

SHIP'S COMPRADORE,
GENERAL STOREKEEPER-MARKET, BUTCHER,
BAKER & COAL DEALER.

CAN Supply Ships and Families with the
best of PROVISIONS, &c.
At Lowest Possible Rates.
No. 14, Victoria Street, Hongkong.

NOTICE.

This New Compradore's Shop will be
opened from 1st OCTOBER, 1903.
EVERYTHING IS OF BEST QUALITY.
Hongkong, September 28, 1903. 2091

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Daggar," "Demon," and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Taps, and Boiler Door Joints, metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insulations and Ropes.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packed Coals, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers, Hongkong.
Office, 6, Des Vaux Road, opposite King Edward Hotel entrance.

SPORTING SEASON

New Stocks Just Received of

FOOTBALL and CRICKET GEAR

TENNIS and GOLF GEAR

HOCKEY and CROQUET GEAR.

TENNIS, CRICKET, AND BOATING SHIRTS, SWEATERS AND JERSEYS.

LANE, CRAWFORD & CO.

Hongkong, October 19, 1903.

Cutler, Palmer & Co.

(Wine Shippers to China since 1816),
Have always Stocks of their well-known Brands with
SIEMSEN & CO. 141

Hongkong, 16th July, 1901.

CHAMPAGNES

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

IN CHOICEST VARIETY

A SPLENDID ASSORTMENT OF CHOCOLATES AND CONFECTIONARY

IN MOST ATTRACTIVE FORMS.

WATKINS, LTD.,

WATKINS NEW BUILDING,
QUEEN'S ROAD CENTRAL, HONGKONG.

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silver Smiths,
NAUTICAL SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOICLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
RICHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & NAVY CHARTS.

NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christie & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS
AND
DIAMOND JEWELLERY.
Splendid Collection of the Latest LONDON
PATTERNS, very moderate prices. 472

KING EDWARD

HOTEL

A HIGH-CLASS PRIVATE

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the
MANAGER.

Hongkong, June 10, 1902. 1223

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY AND DRESSMAKING.

CONNAUGHT HOTEL, Rooms 4 and 5,
Hongkong, September 16, 1903. 1904

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
Exhibition, 1900.

Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

THE GOURPORE CO. LD.,

CALCUTTA.

Contractors to the Military and
Public Works Departments,
State Railways, and all
large consumers
throughout India, the East,
and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents,
Hongkong.

Cable Address "Loxley," Hongkong.

Hongkong, July 22, 1903. 1619

WILLIAM MACLEOD, D.D.S.,

DENTIST.

11 & 12, BEACONSFIELD ARCADE,
Hongkong, September 22, 1903. 1758

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement

In casks of 375 lbs net, \$4.75 per cask, or Factory
In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Green
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY
(in Square Bottles).
One of the Oldest and Best-known Whiskies in the Colony.

FINE OLD CLAYMORE WHISKY.
FINEST OLD SCOTCH WHISKY.
Specially bottled for us by James & Co.

LOCHABER SCOTCH WHISKY.
A very fine Blend, Matured and Mellow.

THE VICTORIA DISPENSARY,
QUEEN'S ROAD.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL IN EVERY RESPECT.
WELL FURNISHED THROUGHOUT.

BEST QUALITY PROVISIONS AND LIQUORS.
EUROPEAN CHEF.

EVERY COMFORT FOR VISITORS. PRICES MODERATE. 2186

The Peak Hotel.

Admirably Situated—Sheltered from the North-East Monsoon and Open to the
South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS
Telephone No. 29.
Telegraphic Address: "PEAKHOTEL." Town Office, DUNDRELL STREET.

CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply
THE MANAGER. 35

W. BREWER & CO.

CHRISTMAS AND NEW YEAR CARDS FOR THE HOME MARKS.

CHINESE RICE PAPER.—JAPANESE HAND-PAINTED.

Our selection of Cards suitable for Printing on, and in many Cases for adding a
Photograph, is also superior to any previous years.

REDUCED PRICES UNTIL FURTHER NOTICE.

NEW STOCK OF LATEST NOVELS.

LETTS DIARIES, CALENDARS, &c., 1904.

A Book for the Globe-trotter, from Hongkong to Canton; with Maps and Illustrations,
by C. V. Lloyd.

JUST ARRIVED.

SPICED ANCHOVIES PER KEG, 150

MILCHNER HERRINGS „ 3.75

SALMON BELLIES PER KIT, 4.25

SHORE MACKREL „ 6.25

ANGLO-AMERICAN STORES,

1 & 3, Wellington St., Hongkong;

63 & 64, Elgin Road, Kowloon.

AQUARIUS.

MERE FILTRATION is, as people are now beginning to
understand, QUITE INEFFECTUAL for destroying the
worst organisms that water may contain.

The Aquarius Company use PURE DISTILLED WATER
ONLY in the manufacture of ALL THEIR TABLE WATERS.

Telephone No. 75.

Caldbeck, Macgregor & Co.,

GENERAL MANAGERS.

Hongkong, October 16, 1903.

village, 50,000 troops in the Mianchi village, 70,000 men with 100 guns in the Adrianople village, and 100,000 men in the Kastro village.

After a regular service at Sofia on Sunday for the Macedonian dead, a procession of 15,000 people walked through the streets of the city. The procession about silent as a tomb, outside the residence of the British agent. On arriving at the Government offices the procession sent a deputation to the Premier, General Parfrevé, to ask whether or not Bulgaria would help in Macedonia. General Parfrevé said that he would continue to act in the best interests of Bulgaria.

South Africa.

September 25.—The Government of the Transvaal has decided that, having regard to the security of labour in South Africa, the time is opportune to construct new railways.

Mr. J. X. Munnings, M.H.A., of Cape Colony, a member of the Africanist Board, speaking at Johannesburg yesterday, expressed surprise at General Botha's address to the breaking up of native territories, and the forcing of natives to work in the mines. The Board, Mr. Munnings said, was absolutely opposed to the proposal.

September 26.—General Botha explains, in reference to the report that he was in favour of forcing natives to work in the mines in the Transvaal, that he advocated the substitution of individual tenure of lands held by the natives for tribal tenure, in order to promote the rapid civilisation of the blacks.

THE NEW PARTIES.

Rapid Multiplication of Groups.

There has been an increasing tendency (says a home paper) to multiply parties, and it would seem that we shall soon far exceed the complications of the group system in the French Chamber of Deputies. Two parties in the States, Whigs and Tories, sufficed for our great-grandfathers, and until quite recently two parties, Conservative and Liberal, sufficed for our grandfathers, and the difference of opinion until a short time ago.

The term "group" party as a party separate from the Conservative, Liberal, and Irish Parties no longer has any significance. Some of us will be described as members of the seventh or eighth party, as the case may be.

Mr. Chamberlain's food-tax proposals have added to the number, which, with the names of their leaders, reads as follows:—
Taxation of Food Party ... Mr. Chamberlain.
Rationality Party ... Mr. Balfour.
Even Trade Unionist Party ... Sir M. Hicks Beach.
Home Rule Party ... Sir Henry Campbell-Bannerman.

Impassioned Liberal Party ... Lord Rosebery.
Trade Unionist Party ... Mr. John Burns.
Independent Labour Party ... Mr. Keir Hardie.
Irish Nationalist Party ... Mr. Redmond.
Realities Party ... Mr. T. Healy.

The organisations which lend their aid to propagating the ideas of these parties are:—

The Taxation of Food Party ... Birmingham Tariff League, Tariff Reform League.
The Free Trade Unionist Party ... Unionist Free Food League.
The Home Rule Party ... National Liberal Club, Catholic Club, Eighty Club.

The Liberal Import-alist Party ... The Liberal League.
The Socialist Party ... Independent Labour Party, Fabian Society.
Trade Unionist Party ... Labour Representation Committee, Parliamentary Committee, Trade Union Congress, General Federation of Trade Unions.

Irish National Party ... United Irish League.

The Plague of Rats.

The plague of rats at the London docks continues in spite of the vigorous measures that are being taken for their extermination. At the end of last year the persons acting under the direction of the Port Sanitary Committee had accounted for 185,082. From the beginning of January to the middle of July nearly 50,000 more were destroyed, while from July 12 to the end of August another 10,000 were caught and crumpled in ships' funnels. It is well known that rats carry infection with them, and the fact has been frequently proved in regard to plague. Down to the middle of September, nearly 240,000 of these pests have been removed from the dock and from ships lying therein.

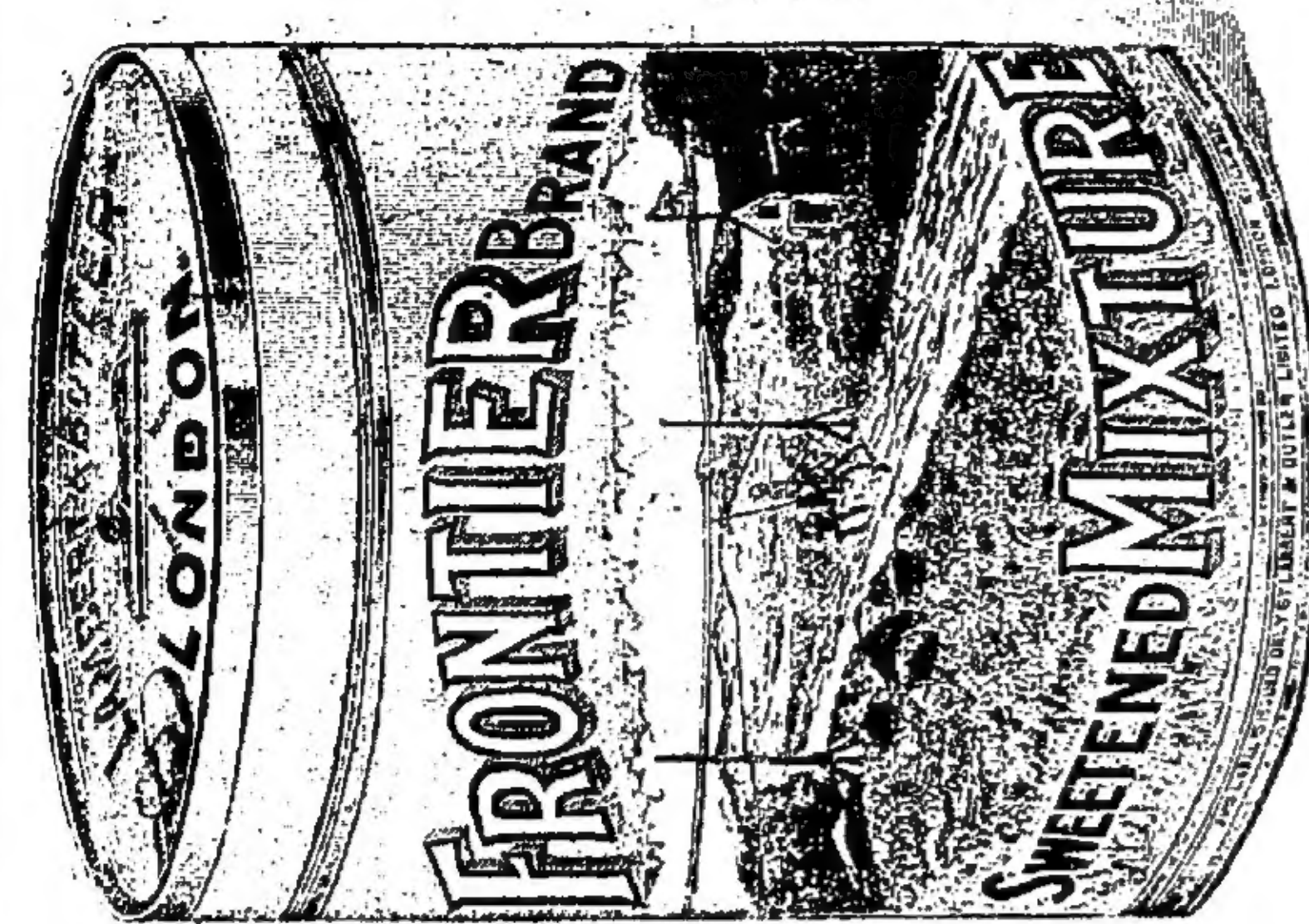
THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT-PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTABLISHED FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to SHEWAN, TOMES & CO., General Managers.



M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OIL
ALL KINDS OF WORK DONE FOR AMATEURS.
8, QUEEN'S ROAD CENTRAL.

ENO'S A SIMPLE REMEDY
FOR ALL 'FRUIT' IMPURITIES
OF THE BLOOD. **SALT.**

'It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.'—European Mail.

CAUTION. See capsule marked ENO'S 'FRUIT SALT' Without it you have a WORTHLESS IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG., by J. C. ENO'S Patent.
Sold by Chemists, &c., everywhere.

Superb Skin
is obtained and maintained by using
'DARTING' 'LANOLINE'
No imitation can bear the 'Darting'.
No imitation can be called 'Darting'.
'DARTING' TOILET 'LANOLINE'
is a valuable toilet.
'DARTING' 'LANOLINE' TOILET SOAP.

MACAO HOTEL.

(LATE HING KEE HOTEL).

THIS FAVORITE and LONG-ESTABLISHED HOTEL, is situated on the SEA FRONT commanding a magnificent View of the Harbour and adjacent Islands and is open to the Cool Southern Breezes in Summer.

The BEDROOMS are Large, Cool, Airy, well ventilated and Handsomely Furnished. The Cuisine is excellent and under direct EUROPEAN Supervision.

PIC-NIC, Boating or Shooting Parties catered for. A Commodious and Comfortable Steamwheel House Boat with sleeping accommodation for six Passengers and every convenience is provided for the use of Visitors, at reasonable rates.

A MILITARY BAND plays in the Garden close to the Hotel three times a Week.

See Bathing, Steamers, and from Macao every MORNING and AFTERNOON.

W. L. FARMER, Proprietor and Manager.
H. K. HONGKONG, July 24, 1903.

MEE CHEUNG.

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur. ENLARGEMENTS A SPECIAL FEATURE.

BRANCH HONGKONG HOTEL CORRIDOR. 1587

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 18, MACDONNELL ROAD.

Under European Management.

Apply at the House, or At FAIRALL & CO., Opposite Hongkong Hotel.

Hongkong, June 10, 1903.

三字經

1.—THE TRI-METRIC CLASSIC.

千字文

Translated from the Chinese by E. J. ELLIOT, Ph.D.

To be had—Price 40 Cents the set—from the CHINA MAIL Office, 5 Wyndham Street.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price Fifty Cents.

To be had at the 'China Mail Office' 5 Wyndham Street.

For the CLUB.
For the MESS.
For the HOME.
For Out-door.
For all Men who like a Cigar of delicate aroma.
"THE YOUNG AMERICAN"
is unrivalled.

Hotels.

THE WAVERLEY HOTEL.

105 HOUSE STREET, HONGKONG.
A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.
Hongkong, December 18, 1900. 2639

Pelham House, FAMILY HOTEL.

WYNDHAM STREET
M. MOORE, Proprietor.

HOTEL CRAIGIEBURN.

PUNNETT'S GAP, THE PEAK.
near the TRAM TERMINUS. TELEPHONE 56.
For Terms, Apply to the MANAGER 731

Dentistry.

DENTISTRY.

SUI SANG,
Lately Practising with Dr. I. SARATY,
DENTIST.
Cantonment Road, near Hake Pier.
Hongkong, December 3, 1902. 628

S. IEN TING,
Surgeon-Dentist,
No. 14, D'ARQUEL STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1903. 628

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

CHINA MAIL Office, Dec. 1900.

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, L.M. Customs.

With Woodcuts.

(Reprinted from the *China Review*.)

One of the Best Sketches of Formosa Life yet written.

Price £1.00.

CHINA MAIL Office, 5 Wyndham Street, Hongkong.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

Subscriptions.

Payable Quarterly in Advance.

EXCHANGE LINES: \$100, and Private Lines by arrangement.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES. For a small additional annual charge Desk Sets can be supplied.

ELECTRIC FANS.

ELECTRIC SUPPLIES Of Every Description in Stock, including: BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, etc., etc.

Send for Price Lists.

ELECTRIC BELL INSTALLATIONS. Erected and Maintained.

Estimates given Free for all kinds of Electrical Work.

Trained Mechanicians sent to Out-Ports of C. up Installations if required.

NOTE ADDRESS:—FICE HOUSE ROAD.

For full particulars, &c., &c., Apply to W. STUART HARRISON, A.M. Inst. C.E., Manager.

Hongkong, April 2, 1903.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tonn.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-tesel	1700	—	3000	Comdr. O. de B. Erack	Hongkong
Albion	battleship, 1st class	12,000	18	13,500	Captain T. H. M. Jordan	Wohaiwei
Albatross	cruiser, 1st class	11,000	14	18,000	Comdr. R. Nugent	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Capt. Charles Windham C.V.O.	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Captain F. G. Sturford	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. F. M. Leake	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. T. P. Pratt	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Captain Henry M. Tindal	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Captain Robert H. S. Stokes	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Comdr. Ernest Barton	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Comdr. P. V. Lyster, R.N.	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Captain W. A. Carter	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. H. L. Wells	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Comdr. J. D. Debatres	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. C. A. Assa	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. G. B. Powell	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Comdr. N. G. Stoyford	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. G. W. Webster	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Comdr. R. E. Foster, C.M.G.	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. G. G. O'Connell	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Comdr. W. H. Nicholson	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Captain Morris H. Smyth	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Com. J. St. A. Wake	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. John P. Irwin	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Comdr. T. Jackson	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. Murray Lockhart	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Capt. O. H. H. Moore	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. Davidson	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Fleet Reserve	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Captain Lewis Bayly	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Comdr. Robinson	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. E. V. Dugmore	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Capt. J. A. C. Williams	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut. Forbes	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. G. M. G.	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Comdr. S. St. John Parry	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. A. B. Parker	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. Ernest C. Hardy	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	In Reserve	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. Hugh Somerville	Hongkong
Albatross	cruiser, 1st class	11,000	14	18,000	Lieut.-Com. Wason	Hongkong

* Flag of Vice-Admiral Sir Cyrrian A. G. Bridge, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Acheron	French gunboat	1795	—	—	Captain Laferriere	Saigon
Albatross	French gunboat	300	—	—	Lieut. A. Varney	Shanghai
Argus	French gunboat	475	3	450	Capt. Crespin	Saigon
Aspie	French gunboat	—	—	—	Commander Journe	Saigon
Avalanche	French gunboat	680	—	—	Lieut. Heron	Haiphong
Bengali	French gunboat	3740	29	9000	Capt. Lafevre	Shanghai
Bugeaud	French cruiser	8018	18	—	Captain de Pampelonne	Yokohama
Chateaufort	French cruiser	525	—	—	Commander Lavel	Haiphong
Decade	French gunboat	680	—	—	Commander Gauthier	Saigon
Desaix	French gunboat	1550	6	2290	Capt. Le Gallier	Halong
Kersaint	French gunboat	470	—	—	Capt. Bécou	Saigon
Lion	French gunboat	9700	12	10,600	Captain Bonifay	Taipei
Montcalm	French cruiser	4015	27	8500	Capt. Hurst	Yokohama
Olyx	French gunboat	1795	3	6071	Captain Sauts	Shanghai
Rascal	French cruiser	1437	10	—	Capt. Vincous	Saigon
Redoutable	French cruiser	1795	10	—	Captain Thomas	Yokohama
Styx	French gunboat	629	2	900	Lieut. Gallier	Saigon
Surprise	French gunboat	—	—	—	Captain Blondel	Yokohama
Taklang	French gunboat	—	—	—	Lieut. Garel	Along Bay
Takou	French cruiser	—	—	—	Comdr. Villeneuve	Saigon
Vauban	French gunboat	400	4	441	Comdr. Huss	Kiautschou
Vigilant	French gunboat	—	—	—	Captain Friedrich	Amoy
Viper	French gunboat	—	—	—	Comdr. Wuthmann	Shanghai
Russard	German cruiser	1857	10	2900	Capt. van Bommere	Kobe
Pureit Bismarck	German flag ship	11,000	26	14,000	Capt. Ingenohl	Amoy
Galer	German cruiser	1775	15	10,000	Comdr. Combes	Shanghai
Hansa	German cruiser	6000	34	10,000	Comdr. Wilbrandt	Amoy
Hertha	German cruiser	1000	10	1300	Comdr. Kroschke	Nanking
Ilia	German gunboat	900	10	1300	Comdr. Hoffmann	Shanghai
Jaguar	German gunboat	850	10	2850	Comdr. Schradner	Shanghai
Luchs	German cruiser	1840	15	1300	Lieut.-Comdr. von Weiss	Shanghai
Seydlitz	German gunboat	900	10	—	Captain Dick	Shanghai
Tiger	German gunboat	—	—	—	—	—
Vorwarts	German gunboat	—	—	—	—	—
Thetis	German cruiser	—	—	—	—	—
Calabria	Italian cruiser	2442	19	4123	Captain Armona	Nagasaki
Piemonte	Italian cruiser	2427	34	12,400	Captain Zeri	Shanghai
Vesuvio	Italian cruiser	4500	24	8820	Capt. Diogo de Sa	Macao
Diu	Portuguese gunboat	730	—	—	Capt. F. J. Barbosa Leal	Macao
Zaire	Portuguese gunboat	600	—	—	—	—
Aleout	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Amour	Russian cruiser	2000	5	4700	Comdr. Gramschke	Port Arthur
Aokold	Russian cruiser	6000	27	—	Capt. Reitzschstein	Kobe
Bayarin	Russian cruiser	3200	6	—	Comdr. Erjckovitch	Port Arthur
Bobra	Russian gunboat	1050	8	1150	—	Shanghai
Bogaty	Russian cruiser	6540	12	—	—	Port Arthur
Diana	Russian cruiser	6731	6	—	Comdr. Youriel	Port Arthur
Gaidamak	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Shanghai
Jromastch	Russian gunboat	12,364	44	14,500	Captain Jensen	Nagasaki
Gromoboi	Russian gunboat	1000	6	1000	Comdr. Shandoff	Shanghai
Gulnik	Russian gunboat	1213	7	1500	Comdr. Norakowsky	Nanking
Korost	Russian gunboat	1420	7	1400	Comdr. Murawski	Shanghai
Mandjour	Russian gunboat	1490	6	2000	Comdr. Vasilief	Port Arthur
Otravaj	Russian cruiser	6731	12	—	—	Port Arthur
Pallada	Russian gunboat	12,874	15	14,500	Captain Koroleff	Nagasaki
Peresviet	Russian gunboat	10,980	16	10,000	Capt. Zatsarsky	Port Arthur
Petrovskilok	Russian gunboat	12,674	15	11,500	Capt. Zatsarsky	Port Arthur
Pobeda	Russian gunboat	10,980	16	10,000	Captain Oserov	Port Arthur
Poltava	Russian gunboat	1334	10	1786	Comdr. Lifon	Kronstadt
Rashovnica	Russian gunboat	12,002	16	16,000	—	Port Arthur
Retvizan	Russian gunboat	12,200	08	17,000	Captain Sepeleapipos	Vladivostok
Rosia	Russian gunboat	10,923	26	13,000	Capt. Matsevich	Shanghai
Rurik	Russian gunboat	10,960	16	10,000	Captain Sorenbrovich	Nagasaki
Seyastopol	Russian gunboat	950	2	1125	Lieut.-Comdr. Franof	Port Arthur
Silach	Russian gunboat	1050	8	1120	Comdr. Guinter	Port Arthur
Sirootch	Russian gunboat	6500	27	20,000	Capt. Bahr	Port Arthur
Varyag	Russian gunboat	500	9	3300	Comdr. Zagaranyh-Riesel	Port Arthur
Vendik	Russian gunboat	1230	15	1194	Comdr. Abranof	Port Arthur
Zalyzka	Russian gunboat	—	—	—	—	—
Albany	U. S. cruiser	3500	—	—	Capt. J. H. Rodgers	Nagasaki
Callao	U. S. cruiser	235	—	—	Lieut. E. A. Anderson	Hongkong
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Chefoo
Don Juan de Austria	U. S. gunboat	1150	—	1900	Captain Demid	Hongkong
Eleano	U. S. gunboat	640	—	—	Lt.-Comdr. J. Hood	Shanghai
Hellacy	U. S. gunboat	1232	—	8 1888	Comdr. Staunton	Shanghai
*Kentucky	U. S. flag ship	11,500	41	10,000	Captain R. M. Berry	Nagasaki
Monadnock	U. S. monitor	3990	6	3000	Captain Mahan	Shanghai
Monoway	U. S. gunboat	1370	6	850	Comdr. Donifid	Taipei
Monoway	U. S. monitor	4944	20	5844	Comdr. W. H. Boshuis	Shanghai
Monoway	U. S. cruiser	3137	20	5844	Commander Blockinger	Nagasaki
New Orleans	U. S. cruiser	10,283	45	—	Captain Burrall	Nagasaki
Oregon	U. S. cruiser	3213	—	—	Captain Nazro	Shanghai
Raleigh	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Vicksburg	U. S. cruiser	400	—	—	Lieut. L. O. Bertolotto	Shanghai
Vandaloe	U. S. gunboat	1397	9	1894	Commander U. N. Harris	Shanghai
Wilmington	U. S. gunboat	—	—	—	—	Shanghai

SOLE AGENTS: "CHIEF" HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

CHEE & CO

祥利廣

Temporary Store,

12, QUEEN'S ROAD.

(above MURPHY'S & Co.)

Furniture

Dealers.

DINING-ROOM,

DINING-ROOM,

and BEDROOM

FURNITURE.

ELECTRO-PLATED,

GLASS and

CHINA WARES.

PASTEUR'S MICROBE-

PROOF FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH

TOWELS and

JOUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS,

and HOUSEHOLD

REQUISITES.

WM. POWELL,

LIMITED.

DRAPERS

MORE NEW GOODS.

Dainty Fans, Purses,

Chatelaine Bags, Silk and

Flannel Blouses.

DENTS'

GLOVES.

Chic Neckwear, New

Vellings, Lace Stoles,

Winter Jackets.

GENTLEMEN'S

Dancing Pumps,

Dress Shirts,

Gloves & Ties.

SMART HIGH

GRADE

BOOTS ONLY

30 DIFFERENT

SHAPES AND

KINDS

Perfect Shape and Finish.

THE BEST IS ALWAYS THE

CHEAPEST.



'D. C. L.'

OLD TOM

and

DRY GINS

\$8.00 per dozen

The best Gin on
the Market, its
purity defies
Competition.

SOLE AGENTS.

H. PRICE & CO.,

12, Queen's Road.

MEMOS. FOR TO-MORROW.

Miscellaneous.

10 a.m. - Military Practice.

Goods per *Yarra* unclaimed after this date at Noon will be subject to rent and landing charges.

Goods per *Indra* not cleared at noon on this date subject to rent.

General Memoranda.

WEDNESDAY, October 28: -

Goods per *Kawachi* *Maru* not cleared on this date subject to rent.

THURSDAY, October 29: -

Goods per *Bengal* not cleared at 4 p.m. on this date subject to rent.

FRIDAY, October 30: -

6 a.m. - Military Practice.

Noon - Meeting of Humphreys' Estate and Finance Co., Ltd., at the Company's Offices.

3 p.m. - Meeting of Members of Hong Kong Jockey Club at City Hall.

MONDAY, November 2: -

3 p.m. - Auction of Assorted Mattings, at Lai On's Godown No. 255, West Point.

Chamberlain's Cough Remedy

Is a cure for severe colds, persistent coughs, and a preventive of pneumonia. It is the mother's favorite for whooping cough. Loosens the cough, relieves the lungs, and opens the secretions. It counteracts any tendency of a bad cold to result in pneumonia. It is unequalled for bad colds. It always cures, and cures quickly. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

WATKINS Ltd., General Agents.

MARRIAGES.

SELLER-THOMAS, At St. Joseph's Church, on the 24th instant, SEYMOUR SCOTT SELLER, to MARGARET SELLER, daughter of the late D. P. Thomas, of Australia.

On October 21, at St. Andrew's Church, Chofon, by the Rev. F. J. Griffith, of Wel-linwei, assisted by the Rev. C. P. Williams, LOUIS, only daughter of the late ROBERT I. LEWIS, L.M. Customs Service, to ARTHUR EVERTON, of Port Arthur.

On October 15, at H.D.M.'s Consulate and afterwards at All Saints Church, Kobe, by the Right Reverend Bishop McKim, HUGH VINCENT, youngest son of the late James Summers, of the Tokio University, to EMERIE JANE, eldest daughter of George Dell Clarke.

DEATHS.

At the General Hospital, Shanghai, on October 20, HEINRICH CARL MUELLER, aged 68 years.

At Seoul, Korea, on October 3, PEARL, the jewel of C. H. and C. Embery, aged 6 years and eight months.

The publication of this issue commenced at 5.30 p.m.

The China Mail.

HONGKONG, MONDAY, OCTOBER 26, 1903.

EDITORIAL COMMENT.

The Magisterial proceedings in the White-taker Wright case have disclosed many peculiarities in the reporting of meetings of the companies in which Mr. Wright was a leading light. The consequence is that shareholders, who have been content to stay away from meetings and take the newspaper reports as accurately setting forth exactly what transpired, have had their faith shattered, and henceforth they will probably be suspicious of all meetings unless they can find time to attend them personally. At home it is the practice of many, especially financial, newspapers to report only those meetings that are paid for, and to make the report just as long as the company's purse, and no longer, and as a result unscrupulous companies can, for the disbursement of a certain sum, receive a newspaper showing sufficient to make them appear of high repute and eminently prosperous. Were the reports printed just as the reporter writes them they would no doubt be all right, but the trouble is the proof sheets are in many cases edited by someone vitally interested in the matter. In the case in question, Mr. Wright was the person most concerned, and he took all sorts of good care that he saw the report before it found its way out to the world. Thus some of the most barren meetings were made to appear prolific of the utmost enthusiasm, and 'Hear, hears' and 'applauds' found places at the ends of passages which were actually received with icy coldness and significant indifference by those present. In England and many other parts of the world, of course, there are newspapers that charge for the insertion of reports, and no amount of money will buy access to the proofs, and where that plan is adopted the absent shareholder gets reliable information as to the tone and conduct of the meeting. It is in the offices of financial newspapers that the greatest abuses take place, and, in fact, agents of those papers go to the meetings of companies for the express purpose of canvassing for advertisements—for that is what the report, to them, practically means. All this, of course, does not matter so long as the shareholder, or would-be shareholder, clearly understands that the importance of the company must not be judged by the length of the report, and that the reports are likely to be deprived of their independence before the paper is published. Here in Hongkong Company meetings are published without charge, and in the light of the fact that in England, Australia, and elsewhere, the reports have to be paid for, it is significant that some companies imagine that they are conferring a great favour by allowing the reporter to be present. Why this should be so is inconceivable. A report that is published without payment is, of course, independent, and, so far as the Hongkong press is concerned, we feel sure that a report, if paid for, would also be independent. As it is, a tribute is paid to the accuracy of the reporting here, by the fact that many of the companies depend upon the newspapers for their records, and while that confidence is retained shareholders can depend upon receiving legitimate information as to the standing of companies.

EDITORIAL COMMENT.

The Magisterial proceedings in the White-taker Wright case have disclosed many peculiarities in the reporting of meetings of the companies in which Mr. Wright was a leading light. The consequence is that shareholders, who have been content to stay away from meetings and take the newspaper reports as accurately setting forth exactly what transpired, have had their faith shattered, and henceforth they will probably be suspicious of all meetings unless they can find time to attend them personally. At home it is the practice of many, especially financial, newspapers to report only those meetings that are paid for, and to make the report just as long as the company's purse, and no longer, and as a result unscrupulous companies can, for the disbursement of a certain sum, receive a newspaper showing sufficient to make them appear of high repute and eminently prosperous. Were the reports printed just as the reporter writes them they would no doubt be all right, but the trouble is the proof sheets are in many cases edited by someone vitally interested in the matter. In the case in question, Mr. Wright was the person most concerned, and he took all sorts of good care that he saw the report before it found its way out to the world. Thus some of the most barren meetings were made to appear prolific of the utmost enthusiasm, and 'Hear, hears' and 'applauds' found places at the ends of passages which were actually received with icy coldness and significant indifference by those present. In England and many other parts of the world, of course, there are newspapers that charge for the insertion of reports, and no amount of money will buy access to the proofs, and where that plan is adopted the absent shareholder gets reliable information as to the tone and conduct of the meeting. It is in the offices of financial newspapers that the greatest abuses take place, and, in fact, agents of those papers go to the meetings of companies for the express purpose of canvassing for advertisements—for that is what the report, to them, practically means. All this, of course, does not matter so long as the shareholder, or would-be shareholder, clearly understands that the importance of the company must not be judged by the length of the report, and that the reports are likely to be deprived of their independence before the paper is published. Here in Hongkong Company meetings are published without charge, and in the light of the fact that in England, Australia, and elsewhere, the reports have to be paid for, it is significant that some companies imagine that they are conferring a great favour by allowing the reporter to be present. Why this should be so is inconceivable. A report that is published without payment is, of course, independent, and, so far as the Hongkong press is concerned, we feel sure that a report, if paid for, would also be independent. As it is, a tribute is paid to the accuracy of the reporting here, by the fact that many of the companies depend upon the newspapers for their records, and while that confidence is retained shareholders can depend upon receiving legitimate information as to the standing of companies.

EDITORIAL COMMENT.

The Magisterial proceedings in the White-taker Wright case have disclosed many peculiarities in the reporting of meetings of the companies in which Mr. Wright was a leading light. The consequence is that shareholders, who have been content to stay away from meetings and take the newspaper reports as accurately setting forth exactly what transpired, have had their faith shattered, and henceforth they will probably be suspicious of all meetings unless they can find time to attend them personally. At home it is the practice of many, especially financial, newspapers to report only those meetings that are paid for, and to make the report just as long as the company's purse, and no longer, and as a result unscrupulous companies can, for the disbursement of a certain sum, receive a newspaper showing sufficient to make them appear of high repute and eminently prosperous. Were the reports printed just as the reporter writes them they would no doubt be all right, but the trouble is the proof sheets are in many cases edited by someone vitally interested in the matter. In the case in question, Mr. Wright was the person most concerned, and he took all sorts of good care that he saw the report before it found its way out to the world. Thus some of the most barren meetings were made to appear prolific of the utmost enthusiasm, and 'Hear, hears' and 'applauds' found places at the ends of passages which were actually received with icy coldness and significant indifference by those present. In England and many other parts of the world, of course, there are newspapers that charge for the insertion of reports, and no amount of money will buy access to the proofs, and where that plan is adopted the absent shareholder gets reliable information as to the tone and conduct of the meeting. It is in the offices of financial newspapers that the greatest abuses take place, and, in fact, agents of those papers go to the meetings of companies for the express purpose of canvassing for advertisements—for that is what the report, to them, practically means. All this, of course, does not matter so long as the shareholder, or would-be shareholder, clearly understands that the importance of the company must not be judged by the length of the report, and that the reports are likely to be deprived of their independence before the paper is published. Here in Hongkong Company meetings are published without charge, and in the light of the fact that in England, Australia, and elsewhere, the reports have to be paid for, it is significant that some companies imagine that they are conferring a great favour by allowing the reporter to be present. Why this should be so is inconceivable. A report that is published without payment is, of course, independent, and, so far as the Hongkong press is concerned, we feel sure that a report, if paid for, would also be independent. As it is, a tribute is paid to the accuracy of the reporting here, by the fact that many of the companies depend upon the newspapers for their records, and while that confidence is retained shareholders can depend upon receiving legitimate information as to the standing of companies.

EDITORIAL COMMENT.

The Magisterial proceedings in the White-taker Wright case have disclosed many peculiarities in the reporting of meetings of the companies in which Mr. Wright was a leading light. The consequence is that shareholders, who have been content to stay away from meetings and take the newspaper reports as accurately setting forth exactly what transpired, have had their faith shattered, and henceforth they will probably be suspicious of all meetings unless they can find time to attend them personally. At home it is the practice of many, especially financial, newspapers to report only those meetings that are paid for, and to make the report just as long as the company's purse, and no longer, and as a result unscrupulous companies can, for the disbursement of a certain sum, receive a newspaper showing sufficient to make them appear of high repute and eminently prosperous. Were the reports printed just as the reporter writes them they would no doubt be all right, but the trouble is the proof sheets are in many cases edited by someone vitally interested in the matter. In the case in question, Mr. Wright was the person most concerned, and he took all sorts of good care that he saw the report before it found its way out to the world. Thus some of the most barren meetings were made to appear prolific of the utmost enthusiasm, and 'Hear, hears' and 'applauds' found places at the ends of passages which were actually received with icy coldness and significant indifference by those present. In England and many other parts of the world, of course, there are newspapers that charge for the insertion of reports, and no amount of money will buy access to the proofs, and where that plan is adopted the absent shareholder gets reliable information as to the tone and conduct of the meeting. It is in the offices of financial newspapers that the greatest abuses take place, and, in fact, agents of those papers go to the meetings of companies for the express purpose of canvassing for advertisements—for that is what the report, to them, practically means. All this, of course, does not matter so long as the shareholder, or would-be shareholder, clearly understands that the importance of the company must not be judged by the length of the report, and that the reports are likely to be deprived of their independence before the paper is published. Here in Hongkong Company meetings are published without charge, and in the light of the fact that in England, Australia, and elsewhere, the reports have to be paid for, it is significant that some companies imagine that they are conferring a great favour by allowing the reporter to be present. Why this should be so is inconceivable. A report that is published without payment is, of course, independent, and, so far as the Hongkong press is concerned, we feel sure that a report, if paid for, would also be independent. As it is, a tribute is paid to the accuracy of the reporting here, by the fact that many of the companies depend upon the newspapers for their records, and while that confidence is retained shareholders can depend upon receiving legitimate information as to the standing of companies.

EDITORIAL COMMENT.

The Magisterial proceedings in the White-taker Wright case have disclosed many peculiarities in the reporting of meetings of the companies in which Mr. Wright was a leading light. The consequence is that shareholders, who have been content to stay away from meetings and take the newspaper reports as accurately setting forth exactly what transpired, have had their faith shattered, and henceforth they will probably be suspicious of all meetings unless they can find time to attend them personally. At home it is the practice of many, especially financial, newspapers to report only those meetings that are paid for, and to make the report just as long as the company's purse, and no longer, and as a result unscrupulous companies can, for the disbursement of a certain sum, receive a newspaper showing sufficient to make them appear of high repute and eminently prosperous. Were the reports printed just as the reporter writes them they would no doubt be all right, but the trouble is the proof sheets are in many cases edited by someone vitally interested in the matter. In the case in question, Mr. Wright was the person most concerned, and he took all sorts of good care that he saw the report before it found its way out to the world. Thus some of the most barren meetings were made to appear prolific of the utmost enthusiasm, and 'Hear, hears' and 'applauds' found places at the ends of passages which were actually received with icy coldness and significant indifference by those present. In England and many other parts of the world, of course, there are newspapers that charge for the insertion of reports, and no amount of money will buy access to the proofs, and where that plan is adopted the absent shareholder gets reliable information as to the tone and conduct of the meeting. It is in the offices of financial newspapers that the greatest abuses take place, and, in fact, agents of those papers go to the meetings of companies for the express purpose of canvassing for advertisements—for that is what the report, to them, practically means. All this, of course, does not matter so long as the shareholder, or would-be shareholder, clearly understands that the importance of the company must not be judged by the length of the report, and that the reports are likely to be deprived of their independence before the paper is published. Here in Hongkong Company meetings are published without charge, and in the light of the fact that in England, Australia, and elsewhere, the reports have to be paid for, it is significant that some companies imagine that they are conferring a great favour by allowing the reporter to be present. Why this should be so is inconceivable. A report that is published without payment is, of course, independent, and, so far as the Hongkong press is concerned, we feel sure that a report, if paid for, would also be independent. As it is, a tribute is paid to the accuracy of the reporting here, by the fact that many of the companies depend upon the newspapers for their records, and while that confidence is retained shareholders can depend upon receiving legitimate information as to the standing of companies.

EDITORIAL COMMENT.

The Magisterial proceedings in the White-taker Wright case have disclosed many peculiarities in the reporting of meetings of the companies in which Mr. Wright was a leading light. The consequence is that shareholders, who have been content to stay away from meetings and take the newspaper reports as accurately setting forth exactly what transpired, have had their faith shattered, and henceforth they will probably be suspicious of all meetings unless they can find time to attend them personally. At home it is the practice of many, especially financial, newspapers to report only those meetings that are paid for, and to make the report just as long as the company's purse, and no longer, and as a result unscrupulous companies can, for the disbursement of a certain sum, receive a newspaper showing sufficient to make them appear of high repute and eminently prosperous. Were the reports printed just as the reporter writes them they would no doubt be all right, but the trouble is the proof sheets are in many cases edited by someone vitally interested in the matter. In the case in question, Mr. Wright was the person most concerned, and he took all sorts of good care that he saw the report before it found its way out to the world. Thus some of the most barren meetings were made to appear prolific of the utmost enthusiasm, and 'Hear, hears' and 'applauds' found places at the ends of passages which were actually received with icy coldness and significant indifference by those present. In England and many other parts of the world, of course, there are newspapers that charge for the insertion of reports, and no amount of money will buy access to the proofs, and where that plan is adopted the absent shareholder gets reliable information as to the tone and conduct of the meeting. It is in the offices of financial newspapers that the greatest abuses take place, and, in fact, agents of those papers go to the meetings of companies for the express purpose of canvassing for advertisements—for that is what the report, to them, practically means. All this, of course, does not matter so long as the shareholder, or would-be shareholder, clearly understands that the importance of the company must not be judged by the length of the report, and that the reports are likely to be deprived of their independence before the paper is published. Here in Hongkong Company meetings are published without charge, and in the light of the fact that in England, Australia, and elsewhere, the reports have to be paid for, it is significant that some companies imagine that they are conferring a great favour by allowing the reporter to be present. Why this should be so is inconceivable. A report that is published without payment is, of course, independent, and, so far as the Hongkong press is concerned, we feel sure that a report, if paid for, would also be independent. As it is, a tribute is paid to the accuracy of the reporting here, by the fact that many of the companies depend upon the newspapers for their records, and while that confidence is retained shareholders can depend upon receiving legitimate information as to the standing of companies.

EDITORIAL COMMENT.

The Magisterial proceedings in the White-taker Wright case have disclosed many peculiarities in the reporting of meetings of the companies in which Mr. Wright was a leading light. The consequence is that shareholders, who have been content to stay away from meetings and take the newspaper reports as accurately setting forth exactly what transpired, have had their faith shattered, and henceforth they will probably be suspicious of all meetings unless they can find time to attend them personally. At home it is the practice of many, especially financial, newspapers to report only those meetings that are paid for, and to make the report just as long as the company's purse, and no longer, and as a result unscrupulous companies can, for the disbursement of a certain sum, receive a newspaper showing sufficient to make them appear of high repute and eminently prosperous. Were the reports printed just as the reporter writes them they would no doubt be all right, but the trouble is the proof sheets are in many cases edited by someone vitally interested in the matter. In the case in question, Mr. Wright was the person most concerned, and he took all sorts of good care that he saw the report before it found its way out to the world. Thus some of the most barren meetings were made to appear prolific of the utmost enthusiasm, and 'Hear, hears' and 'applauds' found places at the ends of passages which were actually received with icy coldness and significant indifference by those present. In England and many other parts of the world, of course, there are newspapers that charge for the insertion of reports, and no amount of money will buy access to the proofs, and where that plan is adopted the absent shareholder gets reliable information as to the tone and conduct of the meeting. It is in the offices of financial newspapers that the greatest abuses take place, and, in fact, agents of those papers go to the meetings of companies for the express purpose of canvassing for advertisements—for that is what the report, to them, practically means. All this, of course, does not matter so long as the shareholder, or would-be shareholder, clearly understands that the importance of the company must not be judged by the length of the report, and that the reports are likely to be deprived of their independence before the paper is published. Here in Hongkong Company meetings are published without charge, and in the light of the fact that in England, Australia, and elsewhere, the reports have to be paid for, it is significant that some companies imagine that they are conferring a great favour by allowing the reporter to be present. Why this should be so is inconceivable. A report that is published without payment is, of course, independent, and, so far as the Hongkong press is concerned, we feel sure that a report, if paid for, would also be independent. As it is, a tribute is paid to the accuracy of the reporting here, by the fact that many of the companies depend upon the newspapers for their records, and while that confidence is retained shareholders can depend upon receiving legitimate information as to the standing of companies.

EDITORIAL COMMENT.

The Magisterial proceedings in the White-taker Wright case have disclosed many peculiarities in the reporting of meetings of the companies in which Mr. Wright was a leading light. The consequence is that shareholders, who have been content to stay away from meetings and take the newspaper reports as accurately setting forth exactly what transpired, have had their faith shattered, and henceforth they will probably be suspicious of all meetings unless they can find time to attend them personally. At home it is the practice of many, especially financial, newspapers to report only those meetings that are paid for, and to make the report just as long as the company's purse, and no longer, and as a result unscrupulous companies can, for the disbursement of a certain sum, receive a newspaper showing sufficient to make them appear of high repute and eminently prosperous. Were the reports printed just as the reporter writes them they would no doubt be all right, but the trouble is the proof sheets are in many cases edited by someone vitally interested in the matter. In the case in question, Mr. Wright was the person most concerned, and he took all sorts of good care that he saw the report before it found its way out to the world. Thus some of the most barren meetings were made to appear prolific of the utmost enthusiasm, and 'Hear, hears' and 'applauds' found places at the ends of passages which were actually received with icy coldness and significant indifference by those present. In England and many other parts of the world, of course, there are newspapers that charge for the insertion of reports, and no amount of money will buy access to the proofs, and where that plan is adopted the absent shareholder gets reliable information as to the tone and conduct of the meeting. It is in the offices of financial newspapers that the greatest abuses take place, and, in fact, agents of those papers go to the meetings of companies for the express purpose of canvassing for advertisements—for that is what the report, to them, practically means. All this, of course, does not matter so long as the shareholder, or would-be shareholder, clearly understands that the importance of the company must not be judged by the length of the report, and that the reports are likely to be deprived of their independence before the paper is published. Here in Hongkong Company meetings are published without charge, and in the light of the fact that in England, Australia, and elsewhere, the reports have to be paid for, it is significant that some companies imagine that they are conferring a great favour by allowing the reporter to be present. Why this should be so is inconceivable. A report that is published without payment is, of course, independent, and, so far as the Hongkong press is concerned, we feel sure that a report, if paid for, would also be independent. As it is, a tribute is paid to the accuracy of the reporting here, by the fact that many of the companies depend upon the newspapers for their records, and while that confidence is retained shareholders can depend upon receiving legitimate information as to the standing of companies.

EDITORIAL COMMENT.

The Magisterial proceedings in the White-taker Wright case have disclosed many peculiarities in the reporting of meetings of the companies in which Mr. Wright was a leading light. The consequence is that shareholders, who have been content to stay away from meetings and take the newspaper reports as accurately setting forth exactly what transpired, have had their faith shattered, and henceforth they will probably be suspicious of all meetings unless they can find time to attend them personally. At home it is the practice of many, especially financial, newspapers to report only those meetings that are paid for, and to make the report just as long as the company's purse, and no longer, and as a result unscrupulous companies can, for the disbursement of a certain sum, receive a newspaper showing sufficient to make them appear of high repute and eminently prosperous. Were the reports printed just as the reporter writes them they would no doubt be all right, but the trouble is the proof sheets are in many cases edited by someone vitally interested in the matter. In the case in question, Mr. Wright was the person most concerned, and he took all sorts of good care that he saw the report before it found its way out to the world. Thus some of the most barren meetings were made to appear prolific of the utmost enthusiasm, and 'Hear, hears' and 'applauds' found places at the ends of

TELEGRAMS.

DEK ORIENTAL LLOYD SERVICE.

GERMAN NAVAL PRINCE.

BERLIN, October 19.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

The German Mail Prince Albert, will leave Genoa on October 28.

AN OPIUM CASE REHEARD.

Conviction Confirmed.

On the 21st of October, Li Pak Sun was charged with having 4 tael 6 mace of prepared opium in his possession without a valid certificate. He admitted having the opium in his possession, and also admitted two previous convictions. Mr Smith thereupon sentenced him to a fine of \$200, in default three months imprisonment. A few days after the defendant made an application for a re-hearing, alleging that one of his servants, his amah, placed the opium under the opium bed in the sitting room, where it was found, without his knowledge, or consent. His application was granted, and Mr T. Sercombe Smith presided over the re-hearing to-day. Mr P. W. Goldring (of Messrs Deacon and Hastings) appeared for the prosecution, and the defendant was represented by Mr O. D. Thomson, Solicitor. The amah gave evidence to the effect that her husband gave her the opium and she put it under the bed. After argument, His Worship held that the first conviction should be upheld.

VOLUNTEERS UNDER CANVAS.

Excellent Work Being Done.

At Stonecutter's Island about two hundred volunteers are under canvas, and so far the drills and parades have met with the approval of the officers. On Friday the camp opened at 4 p.m., the men being conveyed over by launches. Fatigue drill was gone through, and tents looked to, after which the camp retired for the night. The wind blew very strong on Friday night, but the excellent manner in which the tents were secured prevented them from being blown down.

On Saturday the No. 1 Coy. had drill with the 15 pounders, while the No. 2 Coy. went through the Maxim gun drill. In the afternoon all the units united in infantry drill.

On Sunday, Divine Service was held by the Rev. C. H. Hidding at 7.30 a.m., followed by a lecture at 10 o'clock.

An inspection of the Camp was made at noon by the Commandant.

After the inspection the men were left to their own devices, and football and cricket matches occupied the attention of a large number. Some of the more conscientious volunteers wended their way to the rifle range where they indulged in practice shooting.

A cricket match between No. 1 and No. 2 Coys. was responsible for a large amount of fun. One of the conditions of the game was, that each bowler and batsman should play left-handed. After a very exciting game, in which the batsmen made strenuous efforts to slog the very easy bowling, No. 1 team won. Both teams during the game came in for a lot of good-natured 'barracking' from the spectators.

A large number of visitors went over the camp yesterday, and expressions of surprise at the neatness of the Camp could be heard on all sides. The pretty costumes of the ladies stood out in pleasing contrast to the khaki-hued clothing of our defenders, and lightened the aspect of the scene.

A concert was held last night, which was organised by members of the Volunteer Corps. A gramophone, kindly lent for the occasion, was strongly in evidence, and the following members of the Corps were among those responsible for the vocal parts. Bonalader Stephenson, Gunner Sibbitt, Gunner F. D. Bain, and Sergeant Major Higby. To-morrow night another concert will take place. The launch will leave for Hongkong at 10.15 p.m.

To-night at six o'clock the Nos. 1 and 2 Coys will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

To-morrow morning No. 1 Company will perform Maxim Gun drill, and No. 2 Coys. will be engaged in night-manning Stonecutter's Island, while the Engineers will have an electric light night run.

AMOY NOTES.

(From Our Own Correspondent.)

AMOY, October 19.

DISTINGUISHED VISITORS.

Amoy was favoured last week by the presence of distinguished visitors from Shanghai, viz. Mr F. S. A. Bourne, the Assistant Judge of Shanghai, Mr Platt, solicitor, and Mr W. G. King of the British Consulate, Shanghai. They were on their way to Swatow to take part in the trial of a Mr C. E. Wharton for killing a Chinaman some time ago.

The I. M. Customs' Cruiser, the s.s. Ping Oling, was in harbour for a few days last week, but has since then left for her usual duties of Lighthouse visitation.

RECORDS OF THE FIRES.

The tale of deaths from the fires includes one more than already reported, for a little girl is missing, belonging to the same family as the man who was burnt: since she cannot be found, it is believed she must have been upstairs at the time and have perished in the flames. The man, who has been treated in the Amoy Hospital, is getting better, and hope is entertained of his ultimate recovery.

RACIAL SERVICES.

The Rev. W. F. Knox, Port Chaplain, has conducted Church of England Services in Union Church for two more Sundays, 11th and 18th of Oct., making four Sundays in succession. He now leaves us for Swatow and Canton.

RACIAL NOTES.

With the advent of autumn comes renewed interest in racing, in preparation for the annual races held early in January. Twelve subscription griffins are expected in Amoy from the North and long, and these with several old ponies and a few Derby griffins, will provide the Community with an adequate number of ponies to race with. The usual training on the Amoy Racecourse and the sands of Emungkang commences almost at once, but can hardly become general until the griffins arrive. There is no reason to fear any falling off of interest in the forthcoming January Race Meeting.

CHINESE EXAMINATIONS.

The Chinese Examinations for the second Degree of Ku-Jin have recently been held in the Capital city of this province, Foochow, and the number of students travelling to and fro has been immense. Indeed in some cases the local steamers have been simply overflowing with students as deck passengers, so much so that the space on board has been barely sufficient for the crush of aspiring humanity. Time was when these budding graduates journeyed by land, but now they are only too glad to avail themselves of foreign steamers, to take them to their destination and back again. The expatriation this year is an extra one, in honour of the 70th birthday of the Empress Dowager, the 'Catherine II' of modern China.

MANILA COOLIE TRAFFIC.

One subject deserves a brief mention, though with bated breath, and that is the alleged smuggling of Chinese coolies into Manila. All kinds of rumours are afloat in Amoy, and it is said that the visit of the American Consul General to this port has reference to a forthcoming investigation here of this serious matter. The return of the U.S.A. Consul, Mr Foster, after six months' leave of absence, may also prove opportune. A gentleman who has recently left the port for Shanghai and elsewhere is believed to have been implicated. As he had enquiries from Chinamen as to whether it was true that they could get to Manila for \$300, and asking us if it was 'boon tide' and if it could help them: to all of which enquiries I was obliged to reply in the negative. What the outcome will be, time will prove, but hope is freely expressed that no foreigner now in Amoy may be implicated. On the general question as to the wisdom of the American Government in this excluding Chinese coolies from entering the Philippines, the opinion may be safely expressed that it is at least doubtful whether the islands can be properly developed with only native labour. With all his faults, whereof his enemies are apt to make too much, the Chinese coolie is a hard worker, and eminently fit to achieve success where the Filipino fails. 'The Philippines for the Filipinos' makes a good party cry, but the Americans may yet find that in taking up a share in the white man's burden they will be obliged to call in the aid of the 'yellow' man, if they are to do the best for the country over which the war with Spain gave them dominion. It is demonstrably certain that we British are not yet successful as we have done in the Straits Settlements without the aid of the Chinese: it may be, therefore, that the 80,000 Chinese said to be in Manila at the present time will prove by their usefulness the paramount need for increasing their number, and that at no very distant date.

Time and Money.

Sickness causes a loss of both time and money. You lose the time and have the expense of medical attendance, and this can be avoided by using some reliable remedy at the first stage of the sickness. The purchase of a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy offers a profitable investment, for, by its use at the first appearance of any unusual looseness of the bowels, a severe attack of diarrhoea or dysentery may be averted, that might otherwise compel a week's cessation from labor. Every household should have a bottle at hand. It never fails and is pleasant to take. Get it to-day. It may save a life. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

RIVER STEAMER WRECKED.

Passengers and Cargo Saved.

Information reaches us that the Chinese-owned river steamer *Tungking*, which trades between Hongkong and Shanghai, by way of Koonmoon, was wrecked on Saturday morning about four o'clock: she struck a rock near Chi-tau-shan (Pig's Head Mountain), about an hour's steaming from Koonmoon, knocking a hole in her stern. Fortunately, the accident was reported promptly to the Customs staff at Koonmoon, and a party proceeded at once to the rescue. All the passengers were rescued and landed, and as the cargo was chiefly in the forepart of the vessel, most of it was saved. There were between 100 and 200 passengers on board at the time, and they owe their safety to the prompt assistance rendered by the Customs staff. The crew were entirely Chinese. It is feared the vessel will become a total wreck.

MONETARY CONFERENCE AT PEKING.

A Fixed Ratio for the Orient.

In a recent issue, the *Manila Collector* said:—Professor Jereimiah W. Jenks, the monetary expert who is to represent the United States as a member of the monetary commission at the monetary conference in Peking, China, is about to sail from Tacoma, Wash.

Word has been received by Governor Taft to the effect that Professor Jenks will visit Manila for the purpose of conferring with the Insular Government before he goes to Peking.

The conference at Peking is for the purpose of securing a fixed ratio between gold and silver in the Philippine Islands. It will be presided over by the President of the Insular Government and will come to Manila for a preliminary conference with a view to ascertaining just what he shall advocate at Peking as the representative of the Government of the Philippine Islands.

The Commission, yesterday, passed an act appropriating \$10,000 for the purpose of aiding in defraying the expenses of the Commission.

This action was taken upon the advice and consent of Secretary Root of the War Department.

The money is made subject to the requisition of the Civil Governor and is to be disbursed by the disbursing agent of the Insular Government at Washington. It will be submitted for the Auditor of the Philippine Islands as required in other cases by law.

The act of the Commission sets the money apart for the purpose of 'aiding in the payment of the expenses of a Commission to be appointed by the President of the United States, to visit Peking, China, to bring about international co-operation in securing a fixed ratio between gold and silver coin in the Orient.'

FREIGHT MARKET.

Messrs Lanke and Bage, in their freight circular of Saturday, 24th October, state:—

Freights are in much about the same unsatisfactory position as reported a fortnight ago. Tonnage is freely supplied, while there is very little doing. Rates are on such low levels that in most cases expenses can no longer be balanced and steamers are made to lie up, there are time chartered boats even that parties are quite unable to move for want of paying employment. The same state of affairs prevails pretty well everywhere on the coast.

It is a long time since the market was in such a depressed state, but hardly ever has it been in anything like the present paralyzed condition just during October, when, as a rule the demand created by the approaching close of the northern ports tends to strengthen holding business.

The market was described as having continued firm, rates showing a substantial further rise in several directions, under the influence, partly, of a strong demand from New Zealand, whence rates for Canton had risen from 35 to 40 cents per picul. Present position is that in the same direction a slight demand is being met at 21 cents per picul. In the absence of any demand whatever from Saigon, chartering business has been practically limited to coal charters. There have been some fixtures from Hongkong to this at \$1.10 per ton, Hongkong to Swatow \$1.30 has been accepted, Moji to Hongkong some few transactions at \$2.50, \$2.60, \$2.75 and \$1.60 have come off at between \$2.75 and \$1.60.

From Java, for various reasons, demand has been next to nil during the last week, and it is not likely to be revived. The Philippines appear to be doing better, but the demand for sugar is not so good as it was.

It is affirmed that the rice crops in the South of China as well as in Japan are good. This, naturally, does not conduce to good coasting freights. From the reports on the other hand, that growing crops in Coochin, Siam, and Rangoon also give promise of excellent results, there loom up prospects for a good demand for tonnage, and so far it may be said that the more distant future looks promising.

The large business that was to have come off from the Yangtze ports is not there yet, it is understood, being booked small parcels, at about 16 or 17 candelars.

The Philippines appear to be doing better, but the demand for sugar is not so good as it was.

It is affirmed that the rice crops in the South of China as well as in Japan are good. This, naturally, does not conduce to good coasting freights. From the reports on the other hand, that growing crops in Coochin, Siam, and Rangoon also give promise of excellent results, there loom up prospects for a good demand for tonnage, and so far it may be said that the more distant future looks promising.

The large business that was to have come off from the Yangtze ports is not there yet, it is understood, being booked small parcels, at about 16 or 17 candelars.

The Philippines appear to be doing better, but the demand for sugar is not so good as it was.

It is affirmed that the rice crops in the South of China as well as in Japan are good. This, naturally, does not conduce to good coasting freights. From the reports on the other hand, that growing crops in Coochin, Siam, and Rangoon also give promise of excellent results, there loom up prospects for a good demand for tonnage, and so far it may be said that the more distant future looks promising.

The large business that was to have come off from the Yangtze ports is not there yet, it is understood, being booked small parcels, at about 16 or 17 candelars.

The Philippines appear to be doing better, but the demand for sugar is not so good as it was.

It is affirmed that the rice crops in the South of China as well as in Japan are good. This, naturally, does not conduce to good coasting freights. From the reports on the other hand, that growing crops in Coochin, Siam, and Rangoon also give promise of excellent results, there loom up prospects for a good demand for tonnage, and so far it may be said that the more distant future looks promising.

The large business that was to have come off from the Yangtze ports is not there yet, it is understood, being booked small parcels, at about 16 or 17 candelars.

The Philippines appear to be doing better, but the demand for sugar is not so good as it was.

It is affirmed that the rice crops in the South of China as well as in Japan are good. This, naturally, does not conduce to good coasting freights. From the reports on the other hand, that growing crops in Coochin, Siam, and Rangoon also give promise of excellent results, there loom up prospects for a good demand for tonnage, and so far it may be said that the more distant future looks promising.

The large business that was to have come off from the Yangtze ports is not there yet, it is understood, being booked small parcels, at about 16 or 17 candelars.

The Philippines appear to be doing better, but the demand for sugar is not so good as it was.

It is affirmed that the rice crops in the South of China as well as in Japan are good. This, naturally, does not conduce to good coasting freights. From the reports on the other hand, that growing crops in Coochin, Siam, and Rangoon also give promise of excellent results, there loom up prospects for a good demand for tonnage, and so far it may be said that the more distant future looks promising.

The large business that was to have come off from the Yangtze ports is not there yet, it is understood, being booked small parcels, at about 16 or 17 candelars.

The Philippines appear to be doing better, but the demand for sugar is not so good as it was.

It is affirmed that the rice crops in the South of China as well as in Japan are good. This, naturally, does not conduce to good coasting freights. From the reports on the other hand, that growing crops in Coochin, Siam, and Rangoon also give promise of excellent results, there loom up prospects for a good demand for tonnage, and so far it may be said that the more distant future looks promising.

The large business that was to have come off from the Yangtze ports is not there yet, it is understood, being booked small parcels, at about 16 or 17 candelars.

The Philippines appear to be doing better, but the demand for sugar is not so good as it was.

It is affirmed that the rice crops in the South of China as well as in Japan are good. This, naturally, does not conduce to good coasting freights. From the reports on the other hand, that growing crops in Coochin, Siam, and Rangoon also give promise of excellent results, there loom up prospects for a good demand for tonnage, and so far it may be said that the more distant future looks promising.

CHINESE EMIGRATION.

In view of the proposal to import Chinese labour to work in the Transvaal mines, it is interesting to note, from Mr Consul Hauser's Report on the Trade of Amoy for 1902 just issued in the Annual Series, that Chinese emigrants do not care to break new ground. 'An attempt was made during the year,' says the Consul, 'to induce Chinese to emigrate from this port with their families direct to British North Borneo, but with small success. Notwithstanding the liberal terms offered to intending settlers, the Colony being new to the coolies of this district, it was difficult to find men willing to proceed.

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENSBERG, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

S.S. Saxonia, Capt. BREITENBURG, 3rd November, 1903. Freight.

FOR ANTWERP AND HAMBURG.
CALLING AT SINGAPORE.

S.S. Canada, Capt. WILSON, 16th November, 1903. Freight & Passengers.

FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. Maritima, Capt. STILES, 20th November, 1903. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

S.S. Sicilia, Capt. BLOM, 1st December, 1903. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. Argentina, Capt. FOSTER, 15th December, 1903. Freight.

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)	
R.M.S. ATHLETIC	3882 Tons, WEDNESDAY, Nov. 4, 1903.
R.M.S. EMPRESS OF INDIA	6000 Tons, WEDNESDAY, Nov. 18.
R.M.S. EMPRESS OF JAPAN	6000 Tons, WEDNESDAY, Dec. 16.
R.M.S. EMPRESS OF CHINA	6000 Tons, WEDNESDAY, Jan. 13, 1904.
R.M.S. ATHLETIC	3882 Tons, WEDNESDAY, Jan. 27.
R.M.S. EMPRESS OF INDIA	6000 Tons, WEDNESDAY, Feb. 10.
R.M.S. TARTAR	4425 Tons, WEDNESDAY, Feb. 24.
R.M.S. EMPRESS OF JAPAN	6000 Tons, WEDNESDAY, Mar. 9.
R.M.S. EMPRESS OF CHINA	6000 Tons, WEDNESDAY, Mar. 23.
R.M.S. EMPRESS OF INDIA	6000 Tons, WEDNESDAY, April 6.
R.M.S. ATHLETIC	3882 Tons, WEDNESDAY, April 20.
R.M.S. EMPRESS OF JAPAN	6000 Tons, WEDNESDAY, May 11.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and ALROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information Maps, Guides, Rates of Freight and Passage, apply to

D. F. BROWN, General Agent,
PEDDER STREET, 1113
Hongkong, October 21, 1903.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP, TONS, CAPTAIN, HONGKONG.

INDRAPURA 4899 A. E. Hollingsworth November 14, 1903

INDRASAMHA 5197 W. E. Craven December 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, October 15, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers, Destinations, Sailing Dates.

KINSHU MARU, T. HARRISON, BOMBAY, via SINGAPORE and COLOMBO, THURSDAY, 29th Oct., at 4 p.m.

BOMBAY MARU, T. MURAI, KOBE AND YOKOHAMA, FRIDAY, 30th October, at Noon.

WAKASA MARU, J. B. MacMillan, MARSHALLS, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID, SATURDAY, 31st Oct., at Daylight.

IYO-MARU, O. H. Butler, VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOI, KOBE and YOKOHAMA, MONDAY, 2nd Nov., at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor Charter Road.

Apply to

T. S. Takayanagi, Acting Manager.

Hongkong, October 23, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	OSANPA	31st October.
GLASGOW AND LIVERPOOL	ULVENSEN	7th November.
GLASGOW AND LIVERPOOL	ACHILLES	14th November.
GLASGOW AND LIVERPOOL	PROTEUS	21st November.
GLASGOW AND LIVERPOOL	PELEUS	28th November.
GLASGOW AND LIVERPOOL	DARDAENUS	5th December.
GLASGOW AND LIVERPOOL	YANGTSZU	12th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ANTWERP	PAK LANG	27th October.
LONDON & ANTWERP	TANTALUS	10th November.
MARSEILLES & LIVERPOOL	NINGCHOW	15th November.
LONDON & ANTWERP	POPEYHUS	22nd November.
MARSEILLES, LONDON & ANTWERP	ACHILLES	29th November.
LIVERPOOL	PROTEUS	6th December.
MARSEILLES, LONDON & ANTWERP	DARDAENUS	13th December.
MARSEILLES, LONDON & ANTWERP	YANGTSZU	20th January.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via N'KI, KOBE & YOKOHAMA.	OSANPA	2nd November.
	PELEUS	30th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 23, 1903.

CHINA NAVIGATION CO., LD.

FOR SHANGHAI, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via N'KI, KOBE & YOKOHAMA.

FOR	STEAMERS	TO SAIL
SHANGHAI	WOOSUNG	29th October.
AMOI AND MANILA	KAIPOON	29th October.
HOLO	WUOHANG	30th October.
KOBE	TANAN	31st October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Tangtze & Northern China Ports. † Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, October 26, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS; GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES OF THE WORLD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers, Sailing Dates, 1903.

ROON ... WEDNESDAY, 28th Oct.

PREUSSEN ... WEDNESDAY, 11th Nov.

HAMBURG ... WEDNESDAY, 25th Nov.

PRINZ HEINRICH ... 8th Dec.

KONIG ALBERT ... WEDNESDAY, 23rd Dec.

KIAUTSCHOU ... WEDNESDAY, 6th Jan.

SACHSEN ... WEDNESDAY, 20th Jan.

BAYERN ... WEDNESDAY, 3rd Feb.

GERA ... WEDNESDAY, 17th Feb.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 28th day of October, 1903, at Noon, the Steamship ROON, of the Norddeutscher Lloyd, Captain MEINERS, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 26th October. Cargo and Specie will be received on Board until 5 p.m., on Tuesday, the 27th October, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 27th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed 70 lbs. net weight.

The Steamship has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

1907

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOI, KOBE AND YOKOHAMA.

Steamers, Tons, Captains, To Sail.

SHAWMUT 9006 W. M. Smith November 14.

OLYMPIA 2837 A. Dixon November 25.

TACOMA 2812 M. Bailey December 15.

VICTORIA 3562 J. Truex December 19.

TREMONT 9006 T. W. Garlick December 24.

LYRA 4417 J. V. William January 21.

* Have no second class accommodation. † Cargo only.

*FOR MANILA.

The largest, stadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9006 tons | T. W. Garlick | About 28th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited, General Agents,

QUEEN'S BUILDINGS.

Hongkong, October 17, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named —

STEAMERS TO SAIL ON REMARKS.

LONDON & ANTWERP via SHANGHAI, PANG, CHIO, POIT, SAID & MARSEILLES. J. S. BARCHAN About 30th October. Freight and Passage.

YAMA, via SHAI, MOJI & KOBE (passing through the ISLAND SEA). F. H. W. Snow About 31st October. Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 23, 1903.

26

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light.—Perfect Cuisine.—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Dates.

RUBI 2540 R. W. Almond Manila Direct Oct. 31, at 10 a.m.

ZAFIRO 2540 R. W. Almond Manila Direct Nov. 7, at 10 a.m.

PERLA 1890 J. McGinty

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, October 24, 1903.

2245

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS LEAVING

ANPING, via SWATOW AND AMOI, WEDNESDAY, 28th October.

FOOCHOW, via SWATOW AND AMOI, WEDNESDAY, 28th October.

TAMUL, via SWATOW AND AMOI, THURSDAY, 29th October.

TAMUL, via SWATOW AND AMOI, WEDNESDAY, 4th November.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

By the Co.'s Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's Steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, October 24, 1903.

257

TOYO KISEN KAISHA

(Oriental S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROHILLA MARU, 3870 Tons, Captain E. BENT, will be despatched for MANILA on SATURDAY, the 31st October, at 10 a.m.

To be followed by the ROSETTA MARU on the 8th November.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, October 26, 1903.

2285

FOR CHEMULPO, DALNY AND PORT ARTHUR.

CALLING AT SHANGHAI.

THE Steamship PRONTO, Captain GRANT, will be despatched for the above Ports on SUNDAY, the 1st November, at Daylight.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, October 21, 1903.

2169

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE, Captain P. T. LEMM, will be despatched for the above Ports on WEDNESDAY, the 16th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, October 22, 1903.

2163

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship KUMSANG, Capt. BULLER, will be despatched as above on WEDNESDAY, the 28th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, October 26, 1903.

21

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOI & TAMSUI.

THE Company's Steamship HAIMON, Captain GIMSON, will be despatched as above on FRIDAY, the 30th inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, October 26, 1903.

2

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

(With Liberty to Call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG

KURDISTAN, About October 30th.

RICHMOND, " " " "

ORONO, " " " "

LOWTHER CASTLE, " " " "

SIKH, " " " "

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, October 17, 1903.

FOR YOKOHAMA AND KOB

THE H. A. L. Steamship SUYU, Captain BOWEN, will be despatched for above Ports on FRIDAY, the 30th, at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hong

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Amoy & Manila.	Kanifong (s)	Butterfield & Swire.	October 29.
Antwerp & Hamburg.	Canada (s)	Hamburg-Am'ka Linie.	November 16.
B'ray, S'pore & C'ebu.	Kushiki Maru (s)	Nippon Yusen Kaisha.	Oct. 29, at 4 p.m.
Brecon, &c.	Prussien (s)	Melchers & Co.	October 23.
Bremen, &c.	Hamburg (s)	Melchers & Co.	November 11.
C'pa, De N'y, Pt. Arthur	Ponto (s)	Hamburg-Am'ka Linie	Nov. 1. Daylight
Havre & Hamburg.	Florida (s)	Hamburg-Am'ka Linie	Oct. 29, at 4 p.m.
Havre, Brecon & B'ray.	Marjorie (s)	Hamburg-Am'ka Linie	November 20.
India.	Wuchang (s)	Butterfield & Swire.	October 30.
Kobe	Tsitan (s)	Butterfield & Swire.	October 31.
Kobe & Yokohama	Hemlay Maru (s)	Nippon Yusen Kaisha.	Oct. 30, at noon
London & Antwerp	Tantulan (s)	Butterfield & Swire.	November 10.
London & Antwerp.	Polophomus (s)	Butterfield & Swire.	November 24.
London, Antwerp &c.	Java (s)	P. & O. S. N. Co.	About October
Manila	Teucer (s)	Dodwell & Co. Limited	About October
Manila	Treumont (s)	Dodwell & Co. Limited	About Nov. 23.
Manila	Rohilla Maru (s)	Toyo Kisen Kaisha.	Oct. 31, at 10 a.m.
Manila	Rubi (s)	Shewan, Tomes & Co.	Oct. 31, at 10 a.m.
Manila	Zeiro (s)	Shewan, Tomes & Co.	Nov. 7, at 10 a.m.
Manila	Loonsang (s).	Jardine, Matheson & Co.	Oct. 30, at 4 p.m.
Manila, A'ian Ports.	Empire (s)	Gibb, Livingston & Co.	Nov. 18, at 4 p.m.
Marcellus via Saigon.	Yurra (s)	Messageries Maritimes	Nov. 3, at 1 p.m.
Mar., L'don & A'erp.	Pak Ling (s)	Butterfield & Swire	October 27.
Marcellus & Liverpool.	St. John A. (s)	Butterfield & Swire	October 15.
Medan, A'ian Ports.	Wassau Maru (s)	Nippon Yusen Kaisha.	Oct. 31, Daylight
New York v. Suez Canal.	Kardistan (s)	Dodwell & Co., Ltd.	About Oct. 23.
New York v. Suez Canal.	Richmond Castle (s).	Dodwell & Co. Limited	November 10.
New York v. Suez Canal.	Orono (s)	Dodwell & Co. Limited	November 10.
New York v. Suez Canal.	Horntown (s)	Shewan, Tomes & Co.	November 18.
New York v. Suez Canal.	Sonera (s)	Standard Oil Co.	About Nov. 10.
San F'elipe via Japan.	Chingmo (s)	Clines Conn. S. Co., Ltd.	Nov. 4, at No.
Shanghai.	Woocong (s)	Butterfield & Swire	October 29.
Sh'hai, Kobe & Y'ma.	Tsilit-jan (s)	Holtz & Jacob & Co.	About Nov. 12.
Sh'hai and Portland, Or.	Indrapura (s).	Portland & Asiatic S. Co.	Nov. 14.
Sh'hai, N'shak, Hing &c.	Edinburg (s)	Standard Oil Co.	About October
S'pore, Pang, B'ray &c.	Silipon (s)	Sander, Wiegler & Co.	November 17.
S'pore, Pang, Calcutta.	Kumsang (s)	Jardine, Matheson & Co.	Oct. 25, at No.
S'tow, Amoy & Am'ing.	Maizurua Maru (s)	Osaka Shosen Kaisha.	October 28.
S'tow, Amoy, Foochow.	Apung Maru (s)	Osaka Shosen Kaisha.	October 28.
S'tow, Amoy & F'nsen.	Dalgin Maru (s)	Osaka Shosen Kaisha.	October 29.
S'tow, Amoy & F'nsen.	Yamaguchi Maru (s)	Osaka Shosen Kaisha.	October 29.
S'tow, Amoy & Tamsui.	Haitan (s)	Douglas L'p'rait & Co.	Oct. 27, at No.
S'tow, Amoy & F'chow.	Haitan (s)	Douglas L'p'rait & Co.	Oct. 27, at No.
Vancouver (B. C.) &c.	Atellan (s)	Canadian P'fic R. Co.	November 4.
Vancouver (B. C.) &c.	Empress of India (s)	Canadian P'fic R. Co.	November 18.
Victoria, B. C., Tacoma	Albatross (s)	Dodwell & Co. Limited	November 25.
Victoria, B. C., Tacoma	Olympia (s)	Dodwell & Co. Limited	November 25.
Victoria, B. C., Seattle	Iyo Maru (s)	Nippon Yusen Kaisha.	Nov. 2, at 4 p.m.
Y'ma, S'nal, M'oli, Kobe	Furomasa (s)	P. & O. S. N. Co.	About Oct. 31.
Yokohama & Kobe	Suvin (s)	Hamburg-Am'ka Linie	Oct. 30, at No.

October 26, 1903.

Stocks.		No. of Shares.	Price.	Paid up.	Closing Cash.	Position.
BANKS.						
	Hongkong and Shanghai Bank Corp.	80,000	£	125	all	£1830, sellers
	National Bank of China, Limited	19,870	£	10	£	£284, buyers
		20,358	£	10	£	£284, buyers
	Do. Founders' shares	750	£	1	£	£10
MARINE INSURANCES.						
	Canton Insurance Office Co., Ltd.	10,000	£	250	£	£175, ex dir.
	China Traders' Insurance Co., Ltd.	24,000	£	83.33	£	£25, £11
	North-China Insurance Co., Ltd.	20,000	£	100	£	£25, 116, seller, ex
	Strait Insurance Co., Ltd.	30,000	£	100	£	£11, buyers
	Union Insurance Society, Ltd.	10,000	£	250	£	£1492, buyers
	Yangtze Insurance Association, Ltd.	8,000	£	100	£	£135, buyers
FIRE INSURANCES.						
	China Fire Insurance Co., Ltd.	20,000	£	100	£	£2490
	Hongkong Fire Insurance Co., Ltd.	8,000	£	250	£	£820
DOCK, TRG.						
	H'kong & Whampoa Dock Co. Ltd.	50,000	£	50	all	£2013, buyers
	Sw. Fenwick & Co., Limited.	6,000	£	25	£	£474
	New Amoy Dock Co., Ltd.	6,000	£	62	£	£39 sales
	S. C. Farman, Boyd & Co. Ltd.	55,700	£	100	£	£15, 117

Longships, Nestor, Oanfu, Keemun

Exchange.			
Hongkong, October 28, 1903.			
On London—			
Bank, Wire,	110 1/2		
" On demand,	110 1/2		
" 30 days' sight,	110 1/2		
" 4 months' sight,	110 1/2		
Credits,	110 1/2		
Documentary, 4 months' sight,	110 1/2		
On Paris—			
On demand,	234 1/2		
Credits, 4 months' sight,	235		
On Berlin—			
On demand,	191		
On New York—			
On demand,	45 1/2		
Credits, 60 days' sight,	46 1/2		
On Calcutta—			
Wire,	139 1/2		
On demand,	139 1/2		
On Singapore—			
On demand,	100		
On Manila—			
On demand,	100		
On demand,	7 1/2		
30 days' sight, (private paper)	7 1/2		
On Yokohama—			
Gold and Silver (106 mls. (per ton).)	\$26.70		
Overseas (Bank's buying rate)	\$10.30		
Silver (per oz.)	28 1/2		
<p>The following notice is issued by the Hongkong Observatory:—</p> <p>On the 26th at 11.40a. The barometer has fallen considerably over S. China, risen slightly over the Philippines.</p> <p>The typhoon seems to have passed into the China Sea and to be lying off the N.W. coast of Luzon this morning. It is probable</p>			
<p>Hakodate, 30.65 NW 6</p> <p>Tokio 30.18 S 2</p> <p>Koshi 30.13 S 0</p> <p>Yokohama 30.17 S 2</p> <p>Kagoshima 30.67 NW 4</p> <p>Oshima 30.04 S 2</p> <p>Naha 29.97 S 6</p> <p>Ishi-jima 29.93 S 8</p> <p>Taihoku 29.65 S 9</p> <p>Teichu 29.80 SW 2</p> <p>Tainan 29.23 W 4</p> <p>Koshun 29.85 NE 6</p> <p>Pescadore 29.85 NE 10</p> <p>Wichu 30.04 57 NE 3</p> <p>Outfall 30.04 61 SE 3</p> <p>Sharp Pt. 29.93 77 NW 3</p> <p>Amoy 29.86 84 N 1</p> <p>Swatow 29.68 84 N 1</p> <p>Yie phong 29.92 92 O 2</p> <p>Hongkong 29.85 79 O 8</p> <p>Vict. Peak 29.86 E 4</p> <p>Gan Tock 29.87 79 NW 2</p> <p>Macao 29.87 79 NW 1</p> <p>Yie phong 29.90 92 NNE 1</p> <p>Manila 29.61 84 W 1</p> <p>Bacolod 29.31 84 W 3</p> <p>Hilo 29.73 85 WSW 4</p> <p>Cebu 29.74 87 W 3</p> <p>St. Mate</p> <p>Malaya</p>			
26th October.—AT 10.30.			
W. Westcock	7 h.	39.11	31 42 S NW 6
Nemuro	7 h.	39.31	31 42 S NW 6
Fukushima	7 h.	39.31	31 42 S NW 6
Tokio	7 h.	39.06	31 NW 4
Koshi	7 h.	30.07	31 S 10
Nagasaki	7 h.	30.67	31 SE 4
Kagoshima	7 h.	30.07	31 S 10
Oshima	7 h.	30.04	31 S 10
Naha	7 h.	29.97	31 E 2
Ishi-jima	7 h.	29.93	31 E 6
Taihoku	7 h.	29.83	31 E 8
Teichu	7 h.	29.85	31 W 2
Koshun	7 h.	29.77	31 NW 8
Pescadore	7 h.	29.75	31 NE 8

via Manila, left Sydney
October, and is expected to

arrive here on 8th November.

The N. P. Co.'s s.s. *Olympia* sailed from Victoria, B.C., for Yokohama and the usual port on 18th October, and may be expected here on or about the 16th November.

Latest Arrives.

The N. P. Co.'s s.s. *Tacoma* arrived at Victoria, B.C., on 22nd October.

The Boston Steamship Co.'s s.s. *Shumcut* arrived at Manila on the afternoon of 25th October.

The P. & A. steamer *Indrapura*, arrived at Yokohama on the 24th Oct., and may be expected here about the 5th November.

The N. P. Co.'s s.s. *Empress of China* arrived at Shanghai at 5 a.m. on Saturday, the 24th October, and left again on same day for Nagasaki, where she is due to arrive at 7 a.m. on Monday, the 26th October.

The C. F. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 3 a.m. on Saturday, the 24th Oct., and left again at 10 p.m. on same day for Hongkong, where she is due to arrive at 8 a.m. on Tuesday, the 27th October.

F. G. Fico, Acting Director.

	Involves day at 4 p.m.	On site at 10 a.m.	At t. at 10 p.m.
Barometer	29.90	30.03	29.88
Temperature	77	78	79
Humidity	75	73	63
Direction of } Wind}	E	E	E
Force	1	3	2
Weather	91	94	b
Rain			

Highest open air temperature on the 24th.....77
Lowest open air temperature on the 24th.....73

F. G. FIGG, Acting Director.

Hongkong, Observatory, Oct. 25th, 1903.

Chinese and Manila S. S. Co., Ltd.	30,000	\$	50	\$	50	\$18
Douglas Steamship Co., Limited	20,000	\$	60	all	\$20, buyers	
H.K. Co. and M. Steamboat Co., Ltd.	20,000	\$	15	\$	\$814, sellers	
Indo-China S. N. Company, Limited	60,000	\$	10	all	\$11, sellers	
Star Ferry Company, Ltd.	10,000	\$	10	\$	\$26	
Shell Transport & Trading Co., Ltd.	10,000	\$	10	\$	\$10, sellers	
Taku Tag and Lighter Co., Ltd.	8,800	Tls.	50	Tls.	\$0 38, buyers	
Shanghai Light & Lighter Co., Ltd.	100,000	Tls.	50	Tls.	\$5, sellers	
Do do, Preference	100,000	Tls.	50	Tls.	\$5, sellers	
ESTABLISHMENTS						
China Sugar Company, Limited	20,000	\$	100	a	\$97, sellers	
Luzon Sugar Company, Limited	7,000	\$	100	a	\$10, sellers	
Perak Sugar Cultivation Co., Ltd.	7,000	Tls.	60	T	\$5 60, buyers	
WHARVES						
H.K. & Kow Wharf & Godown Co.	30,000	\$	50	all	\$97, sellers	
Shanghai and Hongkong Wharf Co.	20,100	Tls.	100	Tls.	\$100 217, sales	
LAND AND BUILDING						
Hongkong Land Investment and Agency Company, Limited	50,000	\$	100	100	\$154, sellers	
Shanghai Land Investment Co., Ltd.	30,000	Tls.	50	Tls.	\$50 160, buyers	
Kowloon Land and Building Co.	6,000	\$	50		\$95	
FARMS						
Wei-ho-wei Land and Building Co.	3,764	Tls.	25	Tls.	\$23 151, sellers	
Humphreys, Clance & Finance Co.	10,000	\$	10	all	\$107, sellers	
West Point Building Co., Limited	12,400	\$	50	\$	\$254, sellers	
TRAMWAYS						
H.K. High-Level Tramways Co., Ltd.	1,250	\$	100	all	\$230, sellers	
MINING						
Jolehu Mining & Trading Co., Ltd.	20,000	\$	5	\$	\$5 80, buyers	
New Funjoo Mining Co., Ltd.	20,000	\$	11	\$	\$1 50, sellers	
Do do, Preference shares	30,000	\$	1	all	\$0 cents	
Sor 666 Francaise des Charbonnages du Tonkin	16,000	Fcs.	250	all	\$600, sellers	
Raub Aust. Gold Mining Co., Ltd.	200,000	\$	7	18 10	\$8, sellers	
HOTELS						
Hongkong Hotel Company, Ltd.	12,000	\$	50	all	\$117, sellers	
Oriente Hotel, Manila	7,000	\$	50	\$	\$58, sellers	
Astor House Hotel Ltd. (Tientsin)	2,000	Tls.	60	Tls.	\$50 150, buyers	
Astor House Hotel Co., Ltd. (Shanghai)	20,000	\$	25	\$	\$25 224, sales	
AGENTS						
A. S. Watson & Co., Limited	60,000	\$	10	all	\$144, sales	
Watkins Limited	10,000	\$	10	\$	\$8, sellers	
LIGHTING						
H.K. and China Gas Co., Limited	7,000	\$	10	all	\$140, buyers	
Commercial Gas Co., Limited	18,000	Tls.	60	Tls.	\$59 103, sales	
Hongkong Electric Co., Limited	30,000	\$	10	\$	\$12, sellers	
New Electric (new issue)	30,000	\$	10	\$	\$82, sellers	
BRICK AND CEMENT						
Green Island Cement Co., Ltd.	50,000	\$	10	\$	\$223, buyers	
ASBESTOS						
Manila Investment Co., Ltd.	20,000	\$	50	\$	\$15	
Bell & Asbestos Eastern Agency, Ltd.	8,004	\$	12 1/2	\$	\$51, sellers	
United Asbestos Oriental Agency, Limited	10,000	\$	10	\$	\$8, buyers	
Hongkong Ferry Company, Ltd.	600	\$	10	\$	\$200, buyers	
Hk. Steam Water-boat Co., Ltd.	7,000	\$	10	\$	\$151, sellers	
Hongkong Dairy Farm Co.	10,000	\$	25	all	\$131, buyers	
Hongkong Ice Company, Limited	5,000	\$	7 1/2	all	\$250, sellers	
Shanghai Waterworks Co., Ltd.	7,200	Tls.	25	Tls.	\$20 425	
Taiwan Electric Company, Ltd.	20,000	\$	5	\$	\$100, sales	
H'ong Rope Manufacturing Co., Ltd.	10,000	\$	50	all	\$145, sellers	